





## Intimations.

## WHY IS

## ARMOUR'S BEEF JUICE

PREFERRED TO ANY OTHER MAKE BY THE PHYSICIAN A. D. PUBLIC.

BECAUSE THEY KNOW THAT GOOD RESULTS FOLLOW ITS USE.

A SPECIALITY FOR INVALIDS.

THE PULSE QUICKENED

REQUIRES NO DIGESTIVE EFFORT.

AND THE HEART'S ACTION STRENGTHENED.

INVALUABLE IN THE SICK ROOM.

SOLE AGENTS—

WATKINS &amp; CO.,

APOTHECARIES HALL, 66, Queen's Road Central.

Hongkong, 23rd Jan., 1896.

## Today's Advertisements.

## CITY CLUB.

THE SIXTH ANNUAL GENERAL MEETING OF THE MEMBERS will be held in the CLUB HOUSE on TUESDAY, February 11th, at 9 P.M.

E. K. HANDLER, Secretary.

Hongkong, 3rd February, 1896.

## PUBLIC AUCTION

VALUABLE OLD CHINESE PORCELAIN, CURIOS AND EMBROIDERIES.

THE Undersigned has received instructions to sell by

## PUBLIC AUCTION,

SATURDAY, the 8th February, 1896, commencing at 2.30 P.M.

at his SALEROOMS, DUNDRELL STREET, (having just arrived from the North), A MOST VALUABLE AND EXCEPTIONALLY GOOD COLLECTION OF

OLD CHINESE PORCELAIN AND CURIOS, Comprising—

Many Very RARE and VALUABLE SPECIMENS of MING, KANGXI, YUNGCHING, K'UNG'UNG, and other PORCELAIN in FIVE COLORS, BLUE and WHITE, APPLE GREEN, HAWTHORN, IMPERIAL and many other DECORATIONS. VERY RARE SANG DE BOEUF. OLD PEKIN CLOISONNE from MING down to the 19th century. OLD SOOCHOW LAQUER, CARVED, RHINOCEROS HORNS and other CARVINGS. PORCELAIN MOUNTED SCREENS. OLD PEKIN SNUFFBOTTLES and other CURIOS, &c.

A FINE LOT OF SILK EMBROIDERIES, &c., &c. Catalogues will be issued previous to the Sale. On View from FRIDAY, the 7th February.

TERMS OF SALE—As customary. GEO. P. LAMMERT, Auctioneer.

Hongkong, 3rd February, 1896.

## GOVERNMENT NOTIFICATION.

No. 26.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

## MONDAY,

the 10th day of February, 1896, at 4 P.M., are published for general information. By Command,

## J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office, Hongkong, 23rd January, 1896.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 10th day of February, 1896, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yumati, Kowloon, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	674	Kowloon Island Yumati Lot No. 2, of K. 674.	50 ft. 50 ft. 150 ft. 150 ft.	7,500 sq. ft.	£100	£1,500

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-MORROW.

Cargo remaining undelivered after the 10th instant will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 17th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 3rd February, 1896.

"PINILLOS" LINE OF STEAMERS.

FROM GLASGOW, LIVERPOOL, ANTWERP, BARCELONA, CADIZ AND MANILA.

THE Steamship "BARCELONA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 9th instant will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 16th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 3rd February, 1896.

## Today's Advertisements.

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI. (Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship "TANTALUS,"

Captain Fennah, will be despatched as above TO-MORROW, the 4th instant, at 10 A.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd February, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SINGAPORE, PENANG, &c.

THE Company's Steamship "KAISOW,"

E. Warrall, Commander, will be despatched as above TO-MORROW, the 4th instant, at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd February, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND SHANGHAI. THE Steamship "PAKHOI,"

Captain Scott, will be despatched on THURSDAY, the 6th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd February, 1896.

OCEAN STEAMSHIP COMPANY.

FOR KOBE AND YOKOHAMA. THE Steamship "IXION,"

Captain Nish, will be despatched on FRIDAY, the 7th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd February, 1896.

## Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd Feb., 1896.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the vine of the grape and are not artificially made from raisins and currents, as is generally the case with cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.

On the 1st instant, at his residence "The Rest," Macao, JOHN ROBINSON WHITE, late of Hongkong, aged 65 years.

MARRIAGE. On the 23rd November, at the Catholic Church, Newmarket, county Cork, by the Rev. J. MacSwiney, P.P., GEORGE HENNESSY, Inspector of Police, Hongkong, to SUSANNA, youngest daughter of the late Barry Taylor, of Lisdoonagh.

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## NAVAL.

NAGASAKI, January 25th.

Admiral Tyrffo, Commander-in-chief of the Russian Asiatic Squadron, who has been transferred to a command in the Baltic, has hauled down his flag and left for home. Captain Schockhine has assumed command of the Squadron.

LOCAL AND GENERAL.

SPORTING GOSSIP is held over till to-morrow.

VISCOUNT MURA, late Japanese Minister at the Court of Seoul, arrived in Tokyo on the 25th ultimo.

We understand, officially, that the recent rainfall has not appreciably increased the supply in the Tytan reservoir; at all events not enough to induce the Water Authority to issue orders for more liberal supply than has been graciously vouchsafed since 1st October, A.D. 1895.

We read in a Bangkok paper that some Chinese members of the crew of a well-known Bangkok liner concealed six tins of opium "in the casing of the wheel-chairs on the bridge." The Opium Farmer's aide found the "plant," and seized it, but failed to find out "who man, b'long."

The third round in the Victoria Hotel billiard handicap was begun last Saturday evening, and games in connection with the contest will be played every evening this week. With the return of the genial host, Mr. Farmer, interest in the handicap has revived, and some spirited contests may now be looked forward to with confidence.

It is notified in Saturday's *Government Gazette* that Inspector D. Bremner, Acting Inspector D. Hall and Sergeant P. McNab have been appointed Inspectors of Nuisances. If we had less fine and large "spectres," more well-paid scavengers, and a more rational administration of the whole Sanitary Department the health of the community might be improved.

MR. SKERTCHLY, the Head Master of Kowloon School, is to be congratulated on the success he has attained. Nineteen of his pupils were examined at the close of last year and every one of them passed their exams in a highly creditable manner. After this we shall be prepared to see the names of students from this new academy figure in the Oxford Local Lists in the near future.

THE *China Gazette* learns from good authority that an intrigue is afoot in Korea to appoint M. Waecher, ex-Russian Minister, to be Adviser to the King of Korea. M. and Mme Waecher were warm friends of the late lamented Queen, and the appointment of the ex-Russian Minister to such a post cannot fail to have a considerable interest for all who watch the progress of events in the Peninsular Kingdom.

THE Japanese government has decided to issue postage stamps in commemoration of the Chinese Japanese war, and the new issue will appear in June next. They are said to be of two kinds, one bearing the portrait of the late Marshal Prince Arisura Terauchi, Chief of Staff of the Army of the Empire, and the other carrying the portrait of the late Lieut-General Prince Kitashirakawa, Commander of the Imperial Guards in the war in Formosa.

GERALD JAY is the name of a rising artist whose studio is situated in D'Aguilar Street. He has recently set up in business and has already earned a good name as a landscape and scene painter. Among other well-executed pictures that caught the eye of a *Telegraph* reporter who dropped into Mr. Jay's studio the other day were capital paintings of the *Memnon*, *Tat Chow*, and *Fra Chen Chao*, while in the rear of the studio were seen, partially completed, excellent copies of Harding's famous masterpiece "Too Late" and a very pretty representation of sunset as seen from the Island of Trinidad.

It will be gathered from the table of Mails to the Far East for this year, which we (*L. and C. Express*) publish, that several changes have been made in the way of accelerating the services. This seems to be the characteristic of all the lines of the Suez Canal, and more especially in the case of the Messageries Maritimes, whose programme is quite altered, as we have already indicated it was arranged to be carried out. In future alternate boats on the China line will proceed onwards and homewards via Bombay, the China mails for much vessels as go to the Indian port being taken by the Australian line boat, and transhipped at Colombo. The Australian boats are much faster, and the result, as far as London people are



## THE WEST POINT BUILDING COMPANY, LIMITED.

The seventh ordinary general meeting of shareholders in the above named Company was held to-day at noon, at the office of the Company, Victoria Buildings, Hon. C. P. Chater presided, and there were also present Hon. J. J. Bell-Irving, Messrs. M. D. Eckiel, (Directors), A. B. Johnson, P. Jordan, G. H. Potts, E. A. Hardoon, C. Ingham, H. N. Mody, S. S. Sasso, C. S. Sharp, J. Y. V. Vernon and A. S. Hooper, (Secretaries).

The notice calling the meeting having been read by the Secretary,

The Chairman said:—Gentlemen, with your permission I will take the report and accounts for the past year, which have been in your hands for some days, as read. You will observe that the profits shown for the period under review amount to \$8,944.78, as against \$9,612.07 for the previous year. This is accounted for by the fact that in the previous year the Government rented the whole of the vacant floors during the time of the Plague for the sum of \$7,343.52, in addition to which several of the tenants vacated their premises in many instances on account of the business necessities. In the first month of 1895 the gross rental of the floors which were let amounted to about \$1,500 per month, in August to \$1,400, but since then, when a recovery set in, the number of floors let have risen considerably, and to-day the gross monthly rentals amount to \$1,800, leaving only 87 floors out of a total of 202 to be let, and these have every hope of filling very shortly. But the large number of tenants, similar to our own, are still to be let in the Colony has necessitated our considerably reducing the rent of each floor from what we had anticipated, and from what we had commenced to let for, but your Directors deemed it advisable to get tenants at comparatively low rents rather than keep the property vacant. Turning to the expenses for working the Company, there is an increase of about \$400 for the amount paid for rates and taxes, in consequence of the Agents of about \$200. For the coming year there will be a considerable increase and the head of Fire Insurance owing to the new increased tariff agreed upon by the Insurance Companies, and in the increase of the insurable value of the premises on account of extra cost of building materials, etc., but as against this I am pleased to inform you that the amount to be paid as interest on your mortgages will be very much lessened, as your Directors have made arrangements for mortgaging the property at a lower rate of interest than formerly, which we have no doubt you will deem satisfactory. It does not occur to me to make any further remarks, but I shall be pleased to answer any questions any shareholder may desire to ask.

Mr. Johnson:—It is very gratifying indeed to the shareholders to hear that the rental of our property has increased to \$1893 this month, and I hope that the increase will continue and that the value of property in the West Point district will steadily advance, and that larger returns will be the rule. I agree with the Directors in thinking a lower price better than unoccupied houses. I am also very much pleased to hear that the Directors have been able to see their way clear to securing a lower interest on our mortgages this year, as this makes a very great difference to our returns. But in your remarks, Mr. Chairman, you did not tell us the date this was to take place.

The Chairman:—As soon as the money is available, which I think will be in a month or two at latest.

Mr. Johnson:—Under these circumstances I beg to propose the adoption.

The Chairman:—Yes, I beg to propose the adoption of the report and accounts. Will you second that?

Mr. Johnson:—I beg to second that motion. Carried unanimously.

The Chairman:—The Hon. J. J. Kewick and Mr. J. S. Mody having left the Colony, the Hon. J. J. Bell-Irving and Mr. M. D. Eckiel have been invited to join the Board in their places respectively. This requires confirmation.

Mr. Jordan:—I beg to propose the re-election of Hon. C. P. Chater and Hon. J. J. Bell-Irving as Directors.

This was seconded by Mr. Sasso and carried without dissent.

Mr. Mody:—I beg to propose the election of Mr. M. D. Eckiel as a Director of this Company.

Mr. Sharp:—I have much pleasure in seconding that.

Carried.

The Chairman said:—Gentlemen, as there are only three Directors of this Company, and as the Articles require three to form a quorum of the Board, it is the desire of my colleagues and myself that the shareholders should appoint a fourth Director, for in case of the absence of one of us, no Board meeting can be held. The Articles provide the Board may add to their numbers it can only appoint a shareholder to fill casual vacancies, and it is therefore necessary for the appointment to be made in a general meeting. I therefore propose that the number of the Board be increased from three to four, and I have much pleasure in proposing Mr. Ingham as a Director of this Company.

Mr. Sharp:—I beg to second that.

Confirmed.

Mr. Vernon:—I beg to propose the re-election of Mr. Fullerton Henderson as Auditor.

Mr. Potts:—I have much pleasure in seconding that.

Carried.

The Chairman:—Dividend warrants will be ready to-morrow morning and those of you who apply here for them will receive them.

This terminated the business.

## THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

The following is the report for presentation to the shareholders of the above named Company at the fifth ordinary annual meeting to be held at the office of the General Managers, on the 20th instant at 3 p.m.:

The General Managers beg to submit to the shareholders their report on the working of the Company and a statement of accounts for the year ended 31st December, 1895.

The net profits of last year's working, including \$1,438.68 brought forward from last account, amount to \$11,706.05, out of which the General Managers, with the consent of the Committee, recommend to pay a dividend at the rate of eight per cent, amounting to \$930, to place \$2,600 to the credit of a Reserve Fund, and to carry the balance of \$1,406.05 to new Profit and Loss Account.

The buildings of the Company are in a fair state of repair.

CONSULTING COMMITTEE:—In accordance with the Articles of Association, Mr. P. Sasso and Mr. L. Stutterheim, after offering themselves for re-election.

AUDITOR:—The accounts have been audited by Mr. F. Henderson, whose re-election is recommended.

MEYER & CO., General Managers.

Hongkong, 31st January, 1896.

## A NEW AUSTRALIAN LINER.

## DESCRIPTION OF THE "AUSTRALIAN".

The following description of the Eastern and Australian Steamship Company's new steamer *Australian* (Messrs. Gibbs, Livingston & Co. agents) is taken from the *Glasgow Herald* of the 30th December:—

On Saturday Messrs R. Napier and Sons (Limited) launched from their shipbuilding yard at Govan a steel screw steamer of about 3000 tons gross for the Eastern and Australian Steamship Company, London. The vessel, which is named the *Australian*, has been specially designed for the company's important service between Australia, China, and Japan, and is fitted with the most modern appliances for the comfort of the passengers and the efficient working of the ship and cargo, including a complete installation of the electric light, with duplicate dynamos. There is also refrigerating machinery and chambers for the transport of frozen meat, etc. The general dimensions are: Length, 330 ft.; breadth, 44 ft.; depth, 25 ft. The vessel has a tall, gallant foremast long bridge, and a full poop. The hull and machinery have been constructed under special survey to Lloyd's highest class, and in accordance with the Board of Trade requirements for passenger steamers. The upper decks and fittings are of teakwood. As the vessel will be employed in tropical climates, the passenger accommodation has been placed on the upper deck, which admits of perfect ventilation, and consists of luxurious rooms amply fitted for first-class passengers. The large and airy state-rooms are situated on the upper deck and are furnished with the most recent improvements, including wire-woven mattresses, folding lavatories, electric bells, etc. Above, on the bridge deck, is a handsome dining saloon, multi-room, and smoke-room, in polished hardwood, with a sun deck overhead on which the boats are placed, and which forms a sheltered promenade for the first-class passengers. The second-class passengers—there is accommodation for 40—have very comfortable quarters in the poop, with a dining saloon, smoking-room, and large state-rooms; while the lower decks afford spacious accommodation for emigrants or troops. The machinery, which is supplied by the builders, consists of a set of triple-expansion engines capable of indicating 2,000 horse-power, with two horizontal boilers for working pressure of 17½ lb. per sq. in. The vessel has a cut-water bow and figure-head, the vessel has a very handsome appearance, which will be enhanced by a smart two-masted rig, and is altogether a fine specimen of a high-class passenger and cargo steamer. When all was ready for launching the boat, the christening ceremony was performed by the Hon. Mrs. C. E. Bright. After being successfully launched the *Australian* was towed up to the harbour, where she will be fitted with machinery. After the launch the builders entertained a small party to lunch in the model-room. Mr. John Hamilton, on behalf of the builders, proposed "success to the *Australian*." He said the vessel was the first that had been built by Messrs. Napier for the Eastern and Australian Company, but he trusted the order would soon be repeated. The launch had been somewhat similar to the steamers they had built for the Aberdeen and Belfast, but the hull could express was that she might be considered successful. The builders had done their best to turn out a good ship. He thought they had no reason to be ashamed of her appearance, and he believed she would satisfy all the requirements of her owners. He also referred to the fact that the lady who had christened the boat had come from London for that special purpose, and proposed a special toast to her honour. Mr. E. C. Bright replied on behalf of the ship, remarking that he hoped the owners of the new steamer would require more vessels, and he was sure they would give their orders to the builders of the *Australian*.

## MARINE CASUALTIES.

## THE LOSS OF THE "ANNE MAIR".

## NAGASAKI, JANUARY 30th.

Captain Croft and the crew of the *Anne Mair* arrived here safely on Sunday the 26th in one of the small steamers attached to the Sasebo dockyard. The vessel had been on her way to Shanghai on the 17th instant, in ballast, for this port. Very heavy weather was experienced on the evening of the 26th, while attempting to weather the north end of the Goto, a perfect gale setting in from the N.W. In spite of every effort, the vessel became embayed, and at about 2.30 a.m. drove ashore at Naka-Kurase. A line was got ashore by one of the crew, and by the aid of this she was managed to get ashore, with the exception of an unfortunate Chinaman, an A.B., whose body was picked up and buried the following day. The natives ashore treated the shipwrecked men with the greatest kindness, and they remained there until taken off by the vessel in charge of Lieutenant Yoshima, on Sunday. Contrary to the report already received here, neither the Captain nor the crew members of the crew were injured. They lost practically all their personal effects, however. A few hours after the crew got ashore the masts went by the board, and the vessel commenced to rapidly break up, and now remains almost entirely submerged in a condition which precludes all hope of her being raised.

## BOARD OF TRADE INQUIRY.

The official enquiry into the wreck of the vessel was held yesterday morning (28th) at the British Consulate, Nagasaki. The Court was composed of J. J. Quinn, Esq., H.B.M. Consul, and Lieutenants R. E. R. Benson, R.N., and M. S. Parley, R.N., of H.M.S. *Porpoise*. After hearing the evidence of Captain Croft and Messrs. Sharpe and Harnett, the chief and second officers, judgment was delivered to the effect that the vessel was well found in every respect, that the conduct of the officers and crew was satisfactory and free from blame, and that, in the opinion of the Court, the intention of the Captain in trying to enter the Tsu-saki Channel at night was imprudent in the extreme, and that he was "guilty of an error in judgment in continuing on the tack he did in such weather until the failure of the ship to stay afloat caused certain disaster." The expenses of the Court (£2) to be paid by the Master.

## FIRE ON THE "TENZIN-MARU".

Early on Saturday morning last an alarm of fire was raised on board the N.Y.K. steamer *Tenzin-maru*, then lying in Kobe harbour. Water was once poured into the after hold, whence dense volumes of smoke arose; boats' crews from the *Kayomaru*, *Admiral Kornblott* and *Yadash* assisted with hand pumps, while several Japanese brigades worked with their engines on ladders alongside. As the fire increased the *Yadash* and *Gaydamak* came alongside and made use of their steam pumps, and as it was probable that the vessel would sink from the amount of water that had been pumped into her Captain Forbes, the Superintendent of the N.Y.K. advised the Board of Trade to take the vessel into shallow water. This was accomplished without mishap, and at about noon Captain Forbes and Tibbals with several other gentlemen tried to enter the hold. In this they were beaten back by the flames and smoke, however, and several of them were pulled out in an unconscious state. Later, several Japanese were standing upon some planking near the "two-deck" hatch, when it collapsed and three of them were precipitated into the lower hold, where it was impossible to reach them. Later

in the day the vessel grounded and the fire was extinguished. The *Tenzin-maru* was formerly known as the *Wendover*, and was loading timber for Formosa. A large amount of fodder for horses, in the "two-decks," is said to have been the first of the cargo to catch fire.—*Nagasaki Express*.

## ENGLAND, FRANCE AND SIAM.

Bangkok, January 24th.

Reuter's Agency never had an opportunity for redeeming its name in Siam so great as that which has just been so utterly thrown away.

Better to send no messages at all than to send such misleading, inadequate, and carelessly drafted telegrams as have been published during the past few days. The ignominious as to the cost of messages in which its local agent indulges is no excuse whatever. To have wired out the authentic news published in the London *Gazette* would have been far too sensible an undertaking, and hence no correction has yet come of the ridiculous statement that Lord Salisbury had been dishonest enough to give Battambang to France. To show how entirely useless has been Reuter's expenditure on telegrams the very misleading character of which is attributed to the firm's want of sufficient money, we now print a copy of a telegram officially received by Mr. de Bunsen, H.B.M. Charge d'Affaires, as follows:—

The agreement between France and Great Britain, signed on the 15th January, was published in the *Gazette* on Tuesday. It is therein provided that the *thalweg* (centre) of the Mekong shall form the limit of the possessions of the two Powers from the Nam Hock northwards to the Chinese frontier. The two Governments engage that neither will, without consent of the other, under any pretext, advance armed forces into the region comprised in the basins of the Peichaburi, Meklong, Menam, and Bangkok rivers and their tributaries, together with the coast from Muong Bangkok to Muong Pae, the basins of rivers in which these two places are situated, and basins of other rivers having estuaries in that coast, and including also territory north of the basin of the Menam and situated between the Anglo-Siamese frontier, the Mekong river, and the eastern watershed of the Me Iong. They further engage neither of them to acquire any exclusive privilege in this region, but these stipulations are not to derogate from the rights of France under the treaty of 1893, in regard to the *thalweg* and the navigation of the Mekong. There are other stipulations respecting trade privileges in China, etc. The agreement is accompanied by an exchange of Notes giving assurance of the joint solidarity of the two Governments for the security and stability of the kingdom of Siam, and of their desire to maintain with it the most friendly relations and to respect existing conventions.

A dispatch to Lord Dufferin is also published, explaining that in making these engagements with regard to the central portion of Siam the English Government must not be considered as implying any doubt or disregard of the title and rights of Siam to other portions of the kingdom, but have been actuated by considerations of the commercial and industrial importance of the regions in question.

Here it is seen that France does not get the Mekong provinces of Siam, but, on the other hand, binds herself to respect existing conventions by which the whole boundary between Siam and French territory is plainly mapped out. As we have all through declared, England has no design whatever on the Malay States, and has consequently also readily bound herself to respect her treaties with Siam. We have here, then, a perfectly friendly settlement which guarantees the independence of Siam absolutely, and bears out the spirit of the words of the present French Government as to the abandonment of the policy of colonial expansion.—*Bangkok Observer*.

## NEW SOUTH WALES COFFIN-SHIPS.

SYDNEY, December 28th.

The *Bulletin* dedicates this article to the memory of the hundreds of men already sent to their death in the Newcastle (N.S.W.) coffin-ships, and to the widows and orphans of those who will be similarly "lost" next year and afterwards, unless Parliament interfere.

Here is a list of vessels which have sailed from Newcastle with coal during the past seven years and have never been heard of since:—

Names. Tons. Hands.

1885—*Lucknow* 2400 7

1886—*Buckingham* 2618 84

1887—*Howard* 2665 86

1888—*Howard* 2665 86

1889—*Fendall* 2665 86

1890—*Howard* 2665 86

1891—*Howard* 2665 86

1892—*Howard* 2665 86

1893—*Howard* 2665 86

1894—*Howard* 2665 86

1895—*Howard* 2665 86

1896—*Howard* 2665 86

1897—*Howard* 2665 86

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1924—*Howard* 2665 86

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1950—*Howard* 2665 86

1951—*Howard* 2665 86

1952—*Howard* 2665 86

1953—*Howard* 2665 86

1954—*Howard* 2665 86

1955—*Howard* 2665 86

1956—*Howard* 2665 86

1957—*Howard* 2665 86

1958—*Howard* 2665 86

1959—*Howard* 2665 86

1960—*Howard* 2665 86

the last quarter of a century but three ships in all have been reported "missing" from Sydney to the Sydney Harbour. The *Costa*, *Cross*, and the *Arcturion*—three out of 6000 departed. In Sydney three in 20 years; in Newcastle, at least seven! Is there no significance here?

Compare other coal ports. Figures from 1893 are not available, but in the seven years to 1895 there were reported "missing" from Swansea, one vessel; from Liverpool, four. From all the ports of Britain, during seven years, 27 missing coal-laden vessels were reported. Yet the average number of coal-laden vessels annually leaving British ports is not less than 15 times the number of vessels leaving Newcastle, N.S.W. Is there no significance here?

What is it gives Newcastle this evil prominence? The comparison with Sydney shows that coal cargoes are far more dangerous than wool or other cargoes. The comparison with Britain seems to show that there is more risk in carrying coals from Newcastle than from any British port. Underwriters everywhere admit that such is the case. It is impossible to get re-insurance at all. Some of the best companies decline to take the business at any price. And the unanimous opinion of competent and unbiased persons who have considered the coal cargo is that the method of stowing Newcastle coal cargo is almost wholly to blame for the exceptional loss of ships and life. There is no compulsory survey; the coals are not properly trimmed; "shifting boards" and "side hatches" are the exception rather than the rule; and in the first rough weather the coals rattle over to leeward, and down the vessel goes till the Day of Judgment!

A little explanation will make this clear to the non-shipowner reader. Most cargo ships have two decks, a "two-deck" and upper deck. The coals are stowed in the hull beneath the upper deck, and the "two-deck" divides the space horizontally into two compartments. Sometimes the "two-deck" is a mere framework of joists; more often it is boarded in, and there is a hatchway in the centre. The coal is supposed to be trimmed level and packed tightly, so that it will not shift and the ship will rest upon an even keel. But in Newcastle the coals are not properly packed, when the ship rolls with the shock of a sea the coals roll with her and throw her on her side, or topple her over altogether. So narrow are modern ships in proportion to length, and such weight is in their fore and aft, and top hamper, that once overbalanced they can rarely recover, and so they founder before there is time even to launch a boat. In that way, it cannot be doubted, most of the missing Newcastle "coals" met their fate. One of them, the *Portland*, a ship of 1,000 tons, was bound for a heavy sea, survived to tell the story. The crew were able to trim the coals again, and she returned to port. The mate stated that they could walk over the top of them in the "two-deck" and all round them as well. That is to say, instead of the cargo filling the whole of the space between decks, and thus being a solid mass with the rolling and plunging of the vessel, the coals had been practically thrown in a heap in the centre, with a considerable space between them and the vessel's sides, and a space of 30 ft. or 40 ft. between them and the forward bulkhead. Thus when the ship lay over on the port tack the coals all fell to starboard, and when the vessel began to roll they were once more thrown violently across to leeward. In bad weather the cargo was shifting all the time, and it crashed against the ship's sides it sounded, the mate, like a discharge of heavy artillery.

The suggested remedies for bad trimming are "shifting boards" and "side hatches." "Shifting boards" are a typical partition built along the cargo-chamber, and secured so that the coals cannot roll from side to side of the vessel. "Side hatches" are additional openings in the "two-deck" near the vessel's sides, so that when she rolls the coals will slide to the upper compartment, and will not fall through the "two-deck" to the other side of the ship, but will settle down straight and lighten up the whole mass. But these things imply a little additional expense and a little additional trouble; the want of them only means the loss of a few lives, so they are not often provided.

The trimmers murder the sailors, and "competing" trimmers murder the trimmers. If their coal cargoes had been properly trimmed probably nine in ten of the missing Newcastle ships would have reached port safely. But the men employed will not trim properly. As the coals rise to the height of the deck it is obvious that much labor and pains are required to stow them tightly into the sides and this is where the trimmers strike the side and leave shifting cargoes. Supervisors of the time—this is practically impossible. The trimmers resort to any sort of force, and are apt to accidentally drop a lump of coal upon an interloper which will stretch him senseless. The ship's officers know this, and rarely or never venture below. The stowage takes the trimmers' word that the cargo is properly stowed, and the captain takes the stowage. Then the hatches are made fast, and the vessel sets sail. Once in a dozen times she comes back—like the *Portland*. Nine times in a dozen times she gets fair gales and fair stowage gets rough, or rather gets through by good luck, daisy, but stowage. Twice in a dozen times she gets rough weather and bad stowage—and gets to the bottom.

Newcastle people, uneasy at their black record, sometimes argue against these facts. They point out that some of the missing vessels were not from Newcastle, and that some of them were not coal-laden. Others again have been provided with "shifting boards," and have disappeared nevertheless. But these pleas can hardly lessen the force of the damning figures which prove Newcastle a sailors' death-trap. Why do vessels from Newcastle alone, at all Australian ports, go missing on the South American voyage? And, if some vessels founder in spite of precautions altogether? Is it reasonable therefore to omit precautions altogether?

The defence of the trimmers is no defence, but it is an explanation—and a disgrace to the persons responsible. The trimmers say, and say truly, that the price per ton paid them for trimming coal will not allow them to do the work well and live. A fair price for a few years ago was 1d. per ton, now it is 1½d. or 2d. per ton. And it is noteworthy that the decrease in the rate of trimmers' wages is almost coincident with the increase in the number of Newcastle ships gone missing. From 1895 to 1898—24 years—only seven missing vessels are recorded; from 1899 to 1902—four years—there are 2



## Intimations.

**JUST LANDED**  
**FRENCH CONFECTIONERY.**  
*Confectionery.*  
Crystallized Fruits, Biscuits, Almonds,  
Cocoanuts, Almonds, Fruits, Almonds,  
Apples, Almonds, Fruits, Almonds,  
Candy, Almonds, Fruits, Almonds,  
Vanilla Creams, Honey Creams, Caramels,  
Nougat Pistache, Pineapple Chocolate,  
Chocolate Walnut,  
Plush Bags, Plush Boxes and Fancy Boxes,  
&c., &c., &c.  
"TANSAN," the New Japanese Table-Water  
which contains 8 per cent. more iron carbonate  
than that from any other Chalybeate Spring.  
**FLETCHER & Co.,**  
THE PHARMACY,  
23, Queen's Road Central,  
Hongkong, 10th October, 1895. [48]

**ALEXANDER'S ORGANS**  
31, RUE LAFFAYETTE, PARIS.  
HARMONICUMS FOR CHURCHES, DRAWING  
ROOMS, SCHOOLS, &c., &c.  
FROM 100 TO 1,000 FRANKS.  
Illustrated Catalogue sent free on demand.  
JOHN D. HUTCHISON, Esq., Hongkong.  
Agents for M. OPPENHEIMER & Co., Paris.

**LANGUID WOMEN**  
PALE CHILDREN  
OLD PEOPLE, INVALIDS  
**VIN CHAPOTEAUT**  
(CHAPOTEAUT'S WINE OF PEPTONS)  
A DELICIOUS  
NUTRITIVE  
STIMULANT

This alimentary wine is easily assimilated when  
no other solid or liquid food will remain on the  
stomach, it is indicated in constitutional weakness  
and lack of digestive power, for the aged, anemic,  
dyspeptic, and convalescent.  
It helps to cure  
Consumption,  
Dysentery,  
Cancers,  
and  
Ulceration  
of the  
Stomach.

**CHAPOTEAUT**  
PARIS

It is very difficult  
to convince  
children that  
a medicine is  
"nice to take"  
—this trouble  
is not experi-  
enced in ad-  
ministering  
**Scott's Emulsion**  
of Cod Liver Oil. It is  
almost as palatable as milk.  
No preparation so rapidly  
builds up good flesh,  
strength and nerve force.  
Mothers the world over rely  
upon it in all wasting dis-  
eases children are heir to.

Sole Agents for Hongkong and the Empire of  
China—Watkins & Co., Hongkong.  
Hongkong, 27th March, 1894.

## Shipping.

## STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.  
(Following the S.S. "POLYPHEMUS.")  
THE Steamship  
"LENNOX"  
will be despatched about 4th February.  
S.S. "PORT ADELAIDE"  
will be despatched about 18th February.  
S.S. "CHAZEE"  
will be despatched about 4th March.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 4th January, 1896. [73]

**OREGON RAILWAY AND NAVI-  
GATION COMPANY'S PACIFIC  
STEAMSHIP LINE.**  
CHINA AND JAPAN.  
PROPOSED SAILINGS FROM HONGKONG, 1896.  
(Subject to Alteration.)  
Mount Lebanon | Wednesday... | 12th Feb.  
TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.  
THE Steamship  
"MOUNT LEBANON"  
will be despatched hence for HONOLULU,  
VICTORIA, B.C., and PORTLAND, OREGON,  
via KOBÉ and YOKOHAMA, on WEDNES-  
DAY, the 12th February.  
Consular Invoices of Goods for United States  
Points should be in QUADRUPPLICATE, and one  
copy must be sent forward by the Steamer to  
the care of the GENERAL FREIGHT AGENT,  
Oregon Railway and Navigation Co., Portland,  
Oregon.  
For further information as to Passage and  
Freight, apply to  
**SHEWAN & Co.,**  
Agents.  
Hongkong, 27th January, 1896. [23]

## Intimations.

**COMPAGNIE INDUSTRIELLE des PROCÉDÉS**  
**RAOUL PICTET**  
LIMITED. CAPITAL: 280,000.  
16, RUE DE GRAMMONT, PARIS.  
**INDUSTRIAL ENGINES**  
FOR THE PRODUCTION OF  
**COLD AND ICE**

Ap. ly to MESSRS. DODWELL, CARLILL & Co.  
Agents for MESSRS. P. OPPENHEIMER & Co., Paris.

## Shipping.

## STEAMERS.

**NAVIGAZIONE GENERALE ITALIANA,**  
(FLORIO & RUBATTINO UNITED COMPANIES).  
STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.  
Having connexion with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN and  
GENOA.  
ALSO  
VENICE and TRIESTE, all MEDITERRA-  
NEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to  
CALLAO.  
Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD.  
BARCELONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA.  
THE Steamship  
"RISAGNO,"  
Captain Doderio, will be despatched as above  
TO-MORROW, the 4th Feb. early, at Noon.  
At Bombay the Steamers are discharging in  
VICTORIA DOCK.  
For Further Particulars regarding Freight and  
Passage, apply to  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, 3rd February, 1896. [234]

**NIPPON YUSEN KAISHA.**  
FOR SHANGHAI, TINSIN AND  
NAGASAKI.  
THE Company's Steamship  
"NAGATO MARU,"  
Captain T. S. Kenderline, will be despatched for  
the above Ports on WEDNESDAY, the 5th inst.,  
at Daylight.  
For Freight or Passage, apply to  
**NIPPON YUSEN KAISHA.**  
Hongkong, 1st February, 1896. [249]

"WARRACK" LINE OF STEAMERS.  
FOR KOBÉ (DIRECT).  
THE Steamship  
"CROMARTY,"  
Captain Duncan, will be despatched for the  
above Port on WEDNESDAY, the 5th inst.,  
at Daylight.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 1st February, 1896. [248]

**OCEAN STEAMSHIP COMPANY,**  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship  
"ORESTES,"  
Captain Palford, will be despatched as above  
on WEDNESDAY, the 5th February.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 27th January, 1896. [180]

"GLEN" LINE OF STEAM PACKETS.  
FOR MARSEILLES AND LONDON,  
VIA SUEZ CANAL.  
THE Steamship  
"GLENESK,"  
Captain Webster, will be despatched as above  
on or about WEDNESDAY, the 5th February.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 24th January, 1896. [199]

"MOGUL" LINE OF STEAMERS.  
FOR SHANGHAI, KOBÉ AND YOKOHAMA.  
THE Steamship  
"SIKH,"  
Captain Rowley, will be despatched as above  
on or about WEDNESDAY, the 5th February.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 30th January, 1896. [235]

**CHINA NAVIGATION COMPANY,**  
LIMITED.  
FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.  
THE Steamship  
"CHINGTU,"  
R. Inner, Commander, will be despatched on  
FRIDAY, the 7th February, at 3 P.M.  
The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.  
A daily qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 31st January, 1896. [230]

**CHINA NAVIGATION COMPANY,**  
LIMITED.  
FOR SINGAPORE, SAMARANG  
AND SOERABAYA.  
THE Steamship  
"SHANTUNG,"  
Captain Frampton, will be despatched on  
MONDAY, the 10th February.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 30th January, 1896. [237]

## Shipping.

## STRAMERS.

FOR SHANGHAI.  
THE Steamship  
"DAPHNE,"  
Captain J. Samuelson, will be despatched for the  
above Port TO-MORROW, the 4th February,  
at 4 P.M. Instead of as previously advertised.  
For Freight or Passage, apply to  
**SIEMSEN & Co.,**  
Agents.  
Hongkong, 31st January, 1896. [210]

**AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.**  
(UNDER MAIL CONTRACT WITH THE AUSTRIAN  
GOVERNMENT).  
STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KURACHIE, ADEN, SUEZ,  
PORT SAID, BRINDISI, VENICE,  
TRIESTE.  
(Taking Cargo at through rates to CALCUTTA,  
MADRAS, PERSIAN GULF, RED SEA, BLACK  
SEA, LEVANT and ADRIATIC PORTS, also to  
NATAL, EAST LONDON, PORT ELIZABETH  
and CAPE TOWN).  
THE Company's Steamship  
"GISELA,"  
Captain G. Miltz, will be despatched as above  
on THURSDAY, the 6th February.  
Cargo will not be received on board after 3  
P.M. prior to date of sailing.  
For further information as to Passage and  
Freight, apply to  
**SANDER & Co.,**  
Agents.  
Hongkong, 31st January, 1896. [103]

"SHIRE" LINE OF STEAMERS.  
FOR LONDON, HAMBURG AND  
ANTWERP.  
(To follow the S.S. "GLAMORGANSHIRE.")  
THE Steamship  
"MERIONETHSHIRE,"  
Captain Davies, will be despatched for the above  
Ports on WEDNESDAY, the 12th February,  
instead of as previously advertised.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 28th January, 1896. [1839]

**SAILING VESSELS.**  
FOR NEW YORK.  
THE 3/3 L.L. American Ship  
"DANIEL BARNES,"  
Arpe, Master, will leave here for the above Port,  
and will be despatched on or about the 13th  
February.  
For Freight, apply to  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, 14th January, 1896. [1857]

FOR NEW YORK.  
THE 3/3 A.L. American Ship  
"JOHN R. KELLEY,"  
Captain Chapman, having arrived, will load  
here for the above Port, and will have quick  
despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 21st November, 1895. [1608]

FOR SAN FRANCISCO.  
THE 100 A.L. British Ship  
"BRODICK CASTLE,"  
Ferguson, Master, will leave here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
**SHEWAN & Co.,**  
Agents.  
Hongkong, 5th December, 1895. [1693]

## Consignees.

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**  
FROM CALCUTTA, PENANG AND  
SINGAPORE.  
THE Company's Steamship  
"KUTSANG,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining  
on board after 4 P.M. of the 5th instant, will  
be landed at Consignees' risk and expense into  
Godowns at East Point.  
No-File Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 1st February, 1896. [245]

"HEN" LINE OF STEAMERS.  
STEAMSHIP "BENMOHR."  
FROM LEITH, ANTWERP AND LONDON.  
CONSIGNEES of Cargo are hereby informed  
that all Goods being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
whence and/or from the wharves delivery may  
be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 7th instant will be subject  
to rent.  
All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the 10th  
instant or they will not be recognized.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 5th instant at 5 P.M.  
No-File Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LYNINGSTON & Co.,  
Agents.  
Hongkong, 1st February, 1896. [246]

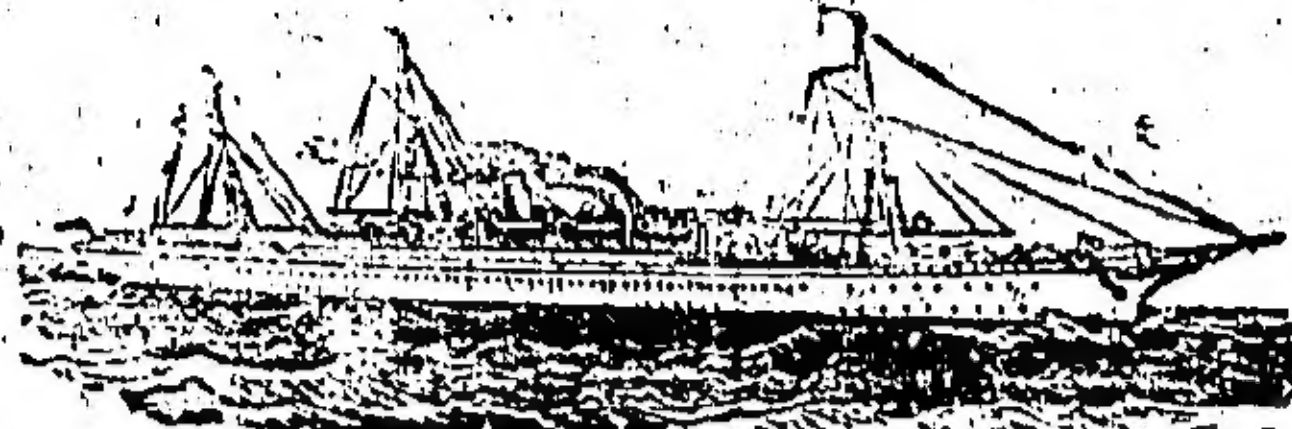
**NOTICE TO CONSIGNEES.**  
STEAMSHIP "BENMOHR."  
FROM LEITH, ANTWERP AND LONDON.  
CONSIGNEES of Cargo are hereby informed  
that all Goods being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
whence and/or from the wharves delivery may  
be obtained.  
No Claims will be admitted after the Goods  
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No-File Insurance has been effected.  
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GIBB, LYNINGSTON & Co.,  
Agents.  
Hongkong, 1st February, 1896. [246]

**NOTICE.**  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.  
**JEYES FLUID**  
THE BEST  
DISINFECTANT  
AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings.  
Hongkong, 27th March, 1896. [6]

## Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.**

1896.



1896.

**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

**EMPEROR OF INDIA.** Comdr. H. Pybus, R.N. WEDNESDAY, 10th February.  
**EMPEROR OF JAPAN.** Comdr. G. A. Lee, R.N. WEDNESDAY, 18th March.  
**EMPEROR OF CHINA.** Comdr. R. Archibald, R.N. WEDNESDAY, 8th April.

THE magnificent Steamships of this Line pass through the famous INLAND-SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL  
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is  
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.  
Passenger Booked through to all principal ports and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.  
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,  
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months,  
£100.  
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Line passes.  
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Piddar's Street.  
Hongkong, 22nd January, 1896. [3]

**U. S. MAIL LINE.**  
PACIFIC MAIL STEAM-  
SHIP COMPANY.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
PROPOSED SAILINGS FROM HONGKONG.  
China (via Nagasaki,  
Kobe, Inland Sea &  
Yokohama) & Hon-  
olulu) Saturday, 8th Feb.,  
at Noon.  
Peru (via Nagasaki,  
Kobe, Inland Sea &  
Yokohama) & Hon-  
olulu) Saturday, 22nd Feb.,  
at Noon.  
City of Rio de Janeiro  
(via Nagasaki, Kobe,  
Inland Sea & Yoko-  
hama) Thursday, 12th March,  
at Noon.

**THE OVERLAND RAILWAYS,**  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
PROPOSED SAILINGS FROM HONGKONG.  
Coptic (via Nagasaki,  
Kobe, Inland Sea &  
Yokohama) & Hon-  
olulu) Tuesday, 3rd March,  
at Noon.  
Gaelic (via Nagasaki,  
Kobe, Inland Sea &  
Yokohama) & Hon-  
olulu) Saturday, 21st March,  
at Noon, 1896.  
Belle (via Nagasaki,  
Kobe, Inland Sea &  
Yokohama) & Hon-  
olulu) Wednesday, 8th April,  
at Noon.

THE Company's Steamship  
"COPTIC"  
will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBÉ, INLAND SEA AND  
YOKOHAMA, on TUESDAY, the 3rd March,  
1896, at Noon. Connection being made at  
Yokohama with Steamers from Shanghai.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu  
and passengers are allowed to break their  
journey at any point on route.  
Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and particu-  
lars of the various Routes may be obtained  
upon application.  
Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.  
Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.  
All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until Five P.M. the day  
previous to sailing.  
Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.  
For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.  
J. S. VAN BUREN, Agent.  
Hongkong, 3rd February, 1896. [2]

will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBÉ, INLAND SEA, YOKO-  
HAMA AND HONOLULU, on SATURDAY,  
the 8th February, 1896, at Noon, taking Passen-  
gers, and Freight for Japan, the United States,  
and Europe.

THE U. S. Mail Steamship  
"CHINA"  
will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBÉ, INLAND SEA, YOKO-  
HAMA AND HONOLULU, on SATURDAY,  
the 8th February, 1896, at Noon, taking Passen-  
gers, and Freight for Japan, the United States,  
and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point on route.  
Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained upon application.  
Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO  
GRANDE, and NORTHERN PACIFIC RAIL-  
WAYS; also the CANADIAN PACIFIC RAIL-  
WAY on payment of £4 in addition to the  
regular tariff rate.  
Passengers holding Orders FOR OVERLAND  
CITIES in the United States have, between  
SAN FRANCISCO and CHICAGO, the option of  
the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and  
RIO GRANDE, and other direct connecting  
Railways, and from Chicago to destination the  
choice of direct lines.  
Particulars of the various routes can be  
had on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.  
Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways,  
to Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.  
Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages will  
be received at the Office until 5 P.M. same day.  
All Parcel Packages should be marked to ad-  
dress in full, value of same is required.  
Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 7, Praya Central.  
J. S. VAN BUREN, Agent.  
Hongkong, 25th January, 1896. [1]

**PROPOSED SAILINGS FROM HONGKONG.**  
(SUBJECT TO ALTERATION.)  
Victoria | 3,167 | Tuesday... | 1st Feb. 11.  
Hankow | 3,594 | Tuesday... | Mar. 10.  
Tacoma | 2,549 | Tuesday... | April 7.  
Victoria | 3,167 | Tuesday... | May 5.  
THE Steamship  
"VICTORIA,"  
Captain J. Patton, R.N.R., sailing at Noon, on  
TUESDAY, the 11th February, will proceed to  
VICTORIA, B.C., and TACOMA, Wash., via  
SHANGHAI, KOBÉ and YOKOHAMA.  
Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.  
Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the care of the Freight Agent, Northern Pacific  
Railroad, Tacoma, Wash.  
Passengers must be sent to our Office (with address  
marked in full) by 5 P.M. on the day previous to  
sailing.  
For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 24th January, 1896. [4]

**REGULAR MONTHLY SERVICE FROM  
BREMEN, MIDDLESBRO, ANTWERP  
AND HAMBURG,  
VIA SUEZ CANAL TO  
PENANG, SINGAPORE, HONGKONG,  
SHANGHAI, HIOGO AND YOKOHAMA,  
FROM HOME.**  
PROPOSED SAILINGS OF THE NEW ELGANT  
STEAMERS OF THE RICKMERS  
RECHTING, SHIPWINKING AND  
SHIPPING COMPANY OF BREMEN.  
(SUBJECT TO ALTERATIONS.)  
Dorothea Rickmers | 3,846 | December...  
Dora Rickmers | 3,700 | January...  
Maria Rickmers | 5,500 | February...  
Hilma Rickmers | 3,233 | March...  
Sophia Rickmers | 3,249 | April...  
Ellen Rickmers | 5,500 | May...  
Elsbeth Rickmers | 5,500 | June...  
FROM THE EAST.  
VIA SINGAPORE,  
TO HAVRE, BREMEN AND HAMBURG,  
and other Continental Ports, if sufficient  
inducement offered.  
(Taking Cargo at through rates to ANTWERP,  
AMSTERDAM and ROTTERDAM.)  
PROPOSED SAILINGS.  
(SUBJECT TO ALTERATIONS.)  
Dorothea Rickmers | 3,846 | February...  
Dora Rickmers | 3,700 | March...  
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Sophia Rickmers | 3,249 | June...  
Ellen Rickmers | 5,500 | July...  
Elsbeth Rickmers | 5,500 | August...  
THE Steamers are all FIRST-CLASS  
RIGGS and are supplied with all the  
modern Appliances and powerful Engines.  
For further Particulars, apply to  
J. S. VAN BUREN, Agent.  
Hongkong, January, 1896. [98]

**PROPOSED SAILINGS FROM HONGKONG.**  
(SUBJECT TO ALTERATION.)  
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Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
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Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the care of the Freight Agent, Northern Pacific  
Railroad, Tacoma, Wash.  
Passengers must be sent to our Office (with address  
marked in full) by 5 P.M. on the day previous to  
sailing.  
For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 24th January, 1896. [4]

**REGULAR MONTHLY SERVICE FROM  
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VIA SUEZ CANAL TO  
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Dorothea Rickmers | 3,846 | December...  
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Hongkong, January, 1896. [98]

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Ellen Rickmers | 5,500 | July...  
Elsbeth Rickmers | 5,500 | August...  
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